

PLEASE NOTE CHANGE IN DATE AND LOCATION

**CITY OF NEWBERG TRAFFIC SAFETY COMMISSION
WEDNESDAY, OCTOBER 16, 2013, 7:00 P.M. MEETING
NEWBERG CULTURAL CENTER
415 E SHERIDAN STREET, NEWBERG, OR**

- I. CALL MEETING TO ORDER**
- II. ADMINISTER OATH OF OFFICE – Commissioner David Venable**
- III. ROLL CALL**
- IV. PLEDGE OF ALLEGIANCE**
- V. PUBLIC COMMENTS**
- VI. CONSENT CALENDAR**
 - a. Approve meeting minutes for August 12, 2013**
- VII. OLD BUSINESS**
- VIII. NEW BUSINESS**
 - a. Presentation: Newberg Cultural District Parking Management Plan**
 - b. Oregon Impact: ACTS Oregon & Oregon Impact have merged and will act under Oregon Impact moving forward. They are currently in transition.**
- IX. REPORTS**
 - a. Engineering**
 - b. Police**
- X. ADJOURNMENT – Next meeting TUESDAY, November 12, 2013 at PSB**

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's Office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than 48 business hours prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

CITY OF NEWBERG TRAFFIC SAFETY COMMISSION MINUTES
AUGUST 12, 2013
7:00 P.M. MEETING
PUBLIC SAFETY BUILDING TRAINING ROOM (401 EAST THIRD STREET)

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:03 PM.

II. ROLL CALL

Members Present:	Neal Klein, Chair	Karl Birky, Vice Chair	Dianna Cotter
	Shannon Eoff	Ron Johns	Greg Martin
	Kari Lawson	Tony Roos	
	Austin Christensen, Student Commissioner		

Members Absent: Mayor Bob Andrews (Ex-Officio)

Staff Present:	Brian Casey, Chief of Police	Mary Newell, Support Services Manager
	Paul Chiu, Senior Engineer	Suzanne Stitch, Assistant Court Clerk
	Jason Wuertz, Civil Engineer	Mandy Dillman, Minutes Recorder

III. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

IV. PUBLIC COMMENTS

Chair Klein opened and closed public comments as there was no one to testify.

V. CONSENT CALENDAR

a. Approve meeting minutes for July 8, 2013

MOTION: Cotter/Martin approving the Consent Calendar including the Traffic Safety Commission minutes for July 8, 2013. Motion carried (9 Yes/0 No).
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VI. OLD BUSINESS

a. TSC-13-010 College-2nd 4-way stop request

Mr. Paul Chiu had no more comments on the situation; other than the intersection will be greatly improved by the addition of the stop sign, even though it will reduce parking. Chair Klein said he went and spoke with Pulp and Circumstance and The Painted Lady. The owners of Pulp and Circumstance were not pleased; however, they do not own the property and are not opposed. At The Painted Lady, he and the owner witnessed several near misses in the fifteen minutes he stood there. He invited both owners to come to the meeting. The Painted Lady owners could not come and the owner of Pulp and Circumstance was going to notify the owners of the building. City Engineer Jay Harris discussed with the mayor about still not having a site reference; but, they have the option to take one more space and make it a compact spot. There is no information on how the line of vision would be affected. Commissioner Dianna Cotter asked if signage would be required for the spaces.

Chair Klein answered it would. Commissioner Tony Roos mentioned compact spaces only save a foot and a half and he did not feel it was worth the expense, so unless there are additional problems the plan should remain the same. Chair Klein mentioned his wife saw a near miss of two vehicles and noticed signage on the south east corner of College Street and Second Street. Sitting at Second Street you cannot see the sign and maybe people running the intersection think it is a stop sign. Chair Klein thought keeping it as a two-way intersection only may be a better solution. Commissioner Karl Birky suggested staff look into that solution. Commissioner Cotter asked if there is standard signage stating "two-way stop intersection". Mr. Chiu said the current sign at the intersection is standard issue. They could look into adding another sign to indicate a two-way stop, but they are not required. It would be a rectangular placed under the stop sign. He was not sure it would help at the intersection, because the intersection faces north and people will look for traffic there before looking at a sign. Commissioner Cotter suggested moving forward with what they discussed last time. Mr. Chiu suggested observing the intersection for one year after implementing the stop signs and see if they need to make changes again.

b. TSC-13-014 Center-7TH stop sign request

Mr. Chiu presented the staff report accompanied by a power point presentation (see official meeting packet for details).

Commissioner Shannon Eoff mentioned a lot of the intersections have hedges or fences right against the road, but this specific intersection seems to be the least crowded and does not seem to need a stop sign. Chair Klein said he would write to Mr. Antonio Saavedra and let him know what the commission discussed and they do not feel the intersection needs a stop sign. Mr. Chiu added he is in contact with Oregon Department of Transportation (ODOT) and hopes to have the issues figured out before school starts.

VII. NEW BUSINESS

Commissioner Johns reported at the planning commission meeting last week at least twenty-five people turned in sheets to speak; however, only five were for the project. It is for a new subdivision going in north of town, off College Street. Recently they changed the zoning lot size from 7,500 to 5,000 square feet, which is one of the issues citizens brought up. There were three main issues concerning traffic safety, which were Terrace Drive, stop sign request at Natalie Drive, and vision clearance at Morrist Street. First was the intersection of College Street and Terrace Drive, which has a jurisdiction issue because the county, the city and ODOT all own portions. Additionally, there are visibility issues with tall grass not getting cut. Lastly on this issue, South bound on College Street to get into Terrace Drive is a sharp turn with a culvert where two citizens mentioned there were previous accidents. ODOT completed a traffic study in the area, which he suggested the TSC look over before the planning commission meeting. The second issue heard that night was a requested stop sign at Natalie Drive and Morris Street. The last issue was parked cars, trees, and vegetation blocking vision at Morris Street and Foothills Drive. Commissioner Johns said one citizen declared those three issues to be the main three; however, others said adding the houses will force more traffic onto Morris Street and Foothills Drive and suggested stop signs at those roads. He thought performing a traffic study should determine if these requests are warranted. Some citizens also suggested a signal on College Street and Foothills Drive.

Commissioner Roos asked when a decision will be made. Commissioner Johns answered it is on next month's agenda. Commissioner Roos asked if they would get to weigh-in before they made a decision. Mr. Chiu said staff will bring information to traffic safety before a decision is made. Staff will be looking into some conditions beforehand and will allow traffic safety to weigh-in at some point. He also mentioned the speed limit on College Street is 40 miles per hour (MPH) and one or two houses before Foothills Road, it reduces to 35MPH. They did a traffic study several years ago and a signal was not warranted at the time; however, with the new subdivision one might be warranted now.

Commissioner Johns reported a citizen suggested covering the culvert somehow to prevent more accidents. Commissioner Martin said turning left off of Terrace Drive onto Highway 219 is the main issue. Citizens are riding the yellow line and the tree wells prevent good line of sight. Commissioner Birky added you have to go up to go across the lane because the road tilts uphill around the curve. Commissioner Cotter suggested asking ODOT to signalize the intersection. Commissioner Johns said Terrace Drive is not traveled heavily enough for ODOT to consider it. Commissioner Cotter suggested a flashing yellow light, but the rest of the commission did not find that feasible. Commissioner Shannon Eoff proposed asking ODOT to look into speed reduction options, like an island and asked if they could talk to the Yamhill County Water Shed about the culvert. Chair Klein liked her suggestions and mentioned the first step would be to look at the ODOT traffic study and add to that once they have more knowledge.

Commissioner Johns mentioned ODOT graded the intersection a B for rush hour and an A for the rest of the time. Commissioner Birky noticed the intersection needs to become more T shape rather than a Y, which costs money; so their option is to go to ODOT or form a local improvement district. He feels the county, ODOT, the city, and the new homes would not pay for the changes. Chair Klein said the developer could also pay a portion. Commissioner Johns agreed that would need to happen again. Chair Klein asked for the traffic study done at College Street and Terrace Drive, a PDF of the previous PC meeting, and said he will be informing Chair Cathy Stuhr of their plans to look at these issues. Commissioner Birky wondered if the improvement of the intersection would stall the development. Commissioner Eoff thought they could charge the developer fees for contributing a portion, but did not think TSC would make that decision. Commissioner Johns mentioned earlier planning may have allowed them to, but it is too far in to the process now. Commissioner Eoff mentioned fees were refunded at 2nd street and HWY219. Chair Klein assumed the process will be drawn out and they have time to look into the issues. Commissioner Roos wished to add a condition that the subdivision help pay for any necessary traffic improvements. Chair Klein thought they would need to speak with the city attorney on those issues. Commissioner Birky was concerned if they ask the developer to pay he may ask all homeowners in the subdivision to pay.

Mr. Chiu offered a few suggestions for some of the problem areas. Additionally, he felt there will need to be a signal on College Street at some point as well. Although, ODOT only allows signals so close together, so only one would be allowed on College Street. Chair Klein wondered with school starting if doing a traffic study would be a good idea for Foothills Drive and Morris Street. Commissioner Johns asked for a traffic study on Natalie Drive and Morris Street before next months meeting. Mr. Chiu said first they should look into studies already completed. Chair Klein asked Mr. Chiu to look it over and if the issues were not covered to re-do the traffic study. Commissioner Cotter suggested they do a traffic study both before school starts and then after to get a base line for both types of seasonal traffic.

VIII. REPORTS

a. Police

Mr. Brian Casey, chief of police, reported they had a busy month in July with the Dundee Half Marathon, Special Olympics, and the Old Fashioned Festival. The Old Fashioned Festival was very busy with no problems and The Special Olympics had a great turn out. Staff is putting together a crosswalk enforcement operation on August 27, 2013, from 11-3PM on First Street and Washington Street. Staff is trying to decide how to reach kids for their new teen driving program, which has the potential to touch a lot of kids to prevent fatalities and accidents. They are considering reaching them through the court system and the school and they want it to be a voluntary program. They hope to establish sponsorship. Chair Klein mentioned the steering committee will have a meeting September 18, 2013, at 2:00PM, to discuss the teen driver program.

b. Engineering

Mr. Chiu, senior engineer, reported on Second Street and Harrison Road crack sealants and the pavement restoration projects happening in the city. He showed the commission a map of streets to be worked on and the time frame for each area. He mentioned the document with the time frame can be found on the main page of the cities website. The Mabel Rush Safe Route to School Program grant money and Intergovernmental Agreement has been executed with ODOT and are working to get to the next level, which includes a bike shelter, a speed feed-back sign on Debora Road, and street improvements. Mr. Chiu mentioned they will be using the colored graph program to determine what streets in Newberg need improvement next and Victoria Way was rehabilitated last month with one inch of new compact asphalt. Mr. Wuertz reported the road for the Sheridan Street Project will be finished with a fancy paver by the Cultural Center. While reconstructing the area, Sheridan Street will be closed for two blocks at the beginning of September and lasting for two months. Mr. Chiu said they are excited to start the project because the road is falling apart so badly the street sweepers cannot clean it for fear of tearing out more rock.

Commissioner Cotter noted on the corner of Hayes and Burl Streets, there is a bubble-out for decreasing pedestrian distance in the crosswalk; however, there is no warning and it does not match up with the paint markings. This causes a visible issues and foresees issues arising. She suggested they increase visibility by remarking some of the paint lines.

Commissioner Cotter expressed concern when the bypass construction starts traffic will move to Hayes Street from Highway 99 and thought maybe TSC should have some anticipatory plans for dealing with resident complaints.

Discussion commenced on bypass construction and ideas were discussed on how to make citizens more aware of what will be happening on Springbrook Road.

IX. ADJOURNMENT

The meeting adjourned at 8:38PM.

Approved by the Newberg Traffic Safety Commission this ____ day of _____, 20xx.

Minutes Recorder

Neil Klein
Traffic Safety Commission Chair

Newberg Cultural District Parking Management Plan

The Cultural District is a multi-use destination for residents and visitors to our community. People will come to outdoor events and many will attend events and activities within the Chehalem Cultural Center and Newberg Public Library, located within the Cultural District. In order to have the Cultural District honor and recognize its location within a residential neighborhood, a parking management plan has been developed.

Many people will walk or bike to the summer events within the Cultural District and it is recognized that more will use their vehicles for events at other times of the year or for more formal events held within the Chehalem Cultural Center.

Within the boundaries of the Cultural District there are the following parking areas. *These will be known as the "Cultural District Parking Spaces".*

- Cultural Center Lot (53 spaces)
- Library Parking Lot (15 spaces)
- Water Wise Lot (28 spaces)
- Boundary streets inside and on the perimeter of the District (58 spaces)

There are 135 additional public spaces within walking distance (3 blocks) on-street and at the 2nd Street lot. Private Businesses adjacent to the District have allowed use of 77 spaces in their lots for events. There are an additional 204 public spaces and 276 in private lots that could be available by shuttle. *See map.*

Permanent signage indicating the location of *public* parking lots within the Cultural District will be installed. Signage will direct vehicles to the District from Hancock Street to northbound Howard or to Blaine Streets. This will naturally move vehicles towards the Water Wise Garden parking lot, the Library parking area, the Cultural Center parking lot and on-street parking on the Cultural District sides of the surrounding streets.

This Parking Management Plan is based on a simple three-step process. At all times, the following information will be maintained for the District:

1. What is the maximum number of people that are expected to be within the District?
2. How many parking spaces are required?
3. Where are the parking spaces that are expected to be used?

The Cultural District Parking Spaces are expected to be sufficient for most activities within the District. For day-to-day operation of the District, the Parking Management Plan may need only to contain information showing that this is the case. When the expected need for parking spaces exceeds the available spaces, additional parking spaces will need to be secured and identified.

The additional parking spaces identified in the Parking Management Plan will not utilize on-street parking in the neighborhood outside the Cultural District.

The Executive Board of the District, along with the Cultural Center and the Library will work together to manage parking within the District. A matrix with the maximum daily parking needs for the district will be developed and maintained. This matrix will be made available to the public through the District website.

If parking requirements within the Cultural District aggregately require more than the available Cultural District Parking Spaces it will trigger the following activities:

1. Staff at the Center and Library will confer to determine the actual parking requirements of each event and at what times.
2. If it is determined that the parking requirements exceed available Cultural District Parking Spaces, the Cultural District Executive Board will make the final approval decision regarding event applications. If approval is granted, the Board will direct staff at the Center or the Library to design and to implement the **Parking Action Plan** and to determine which user will be affected.
3. The **Parking Action Plan**, will become part of the contract/agreement for use of the space for the user.

The **Parking Action Plan** may include, but is not limited to, placing temporary signage to direct drivers to alternate parking sites, volunteer and staff parking in outlying areas, valet parking, alternative parking locations (as per specific event arrangements), private parking lots (pending approval), and the use of attendants who will direct drivers to other locations in order to keep them from entering the Cultural District and the three- or four-block radius surrounding the District.

For large events with extensive attendance, the **Parking Action Plan** may include closing off neighborhood streets to local residents only and hiring a shuttle to move attendees from outlying parking sites.

The impact on parking on local neighborhood streets will be evaluated at one public meeting at least annually. Restricting parking to neighborhood residents only will be considered if the impact is significant.

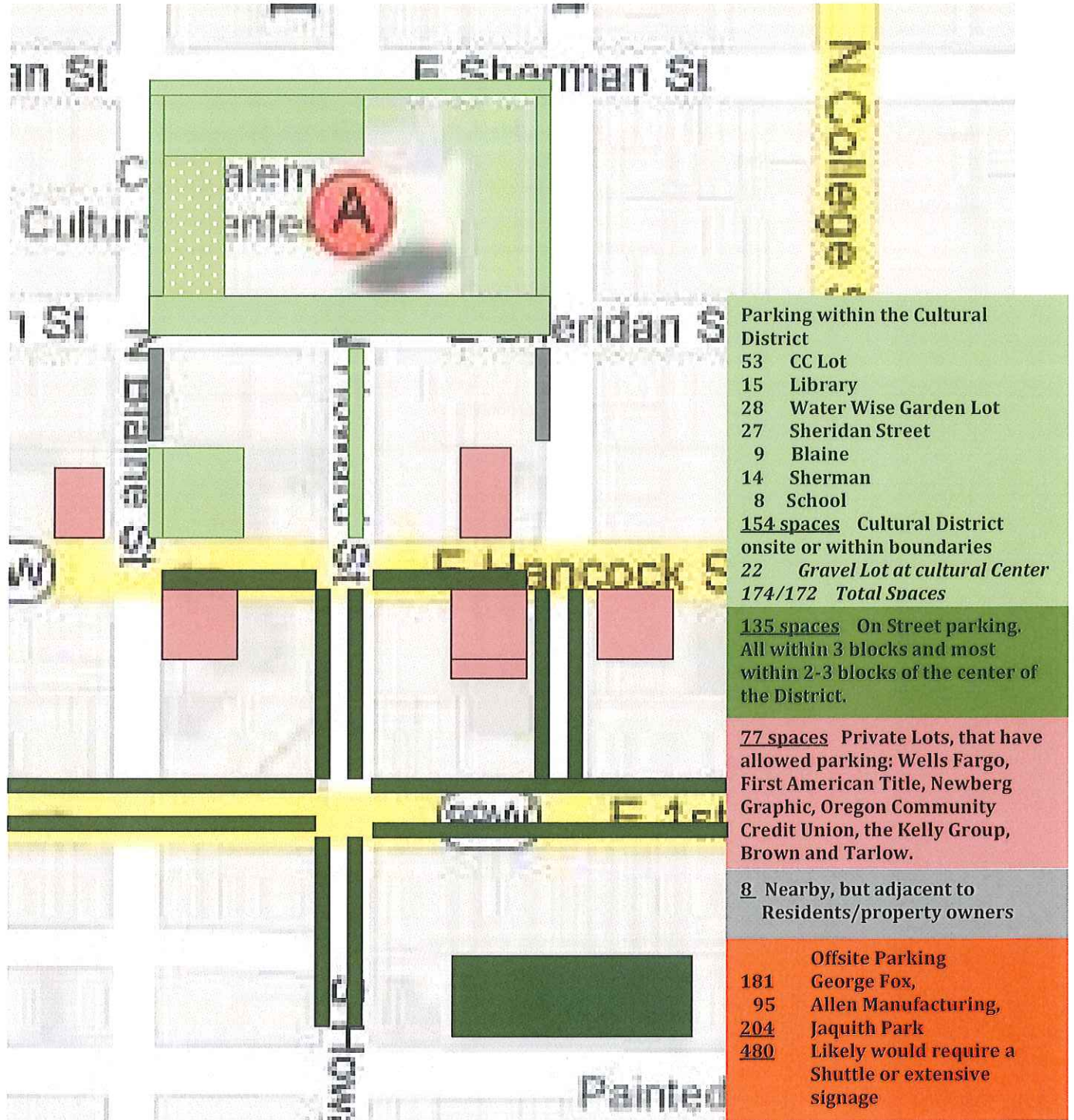
The **Parking Action Plan** will be designed specifically for each event and will be included in their contract/agreement. A refundable deposit may be charged. If the event organizer fails to work with the Cultural District Executive Board or its designee to implement the Parking Action Plan, the deposit will be forfeited and they could be banned from using the Cultural District facilities.

The Cultural District Executive Board or its designee will monitor actual parking usage when a Parking Action Plan is active to ensure that it is properly implemented and to improve future Parking Action Plans.

Map of District:



Map of Parking Areas:



Private Property:

Masonic Temple, American Title, Wine Country Antiques, residences at 215 N School & 210 N. Blaine

From: newsletter-bounces@lists.actsoregon.org [mailto:newsletter-bounces@lists.actsoregon.org] **On**
Behalf Of ACTS Oregon
Sent: Tuesday, October 01, 2013 9:37 AM
To: newsletter@lists.actsoregon.org
Subject: [Newsletter] Oregon Impact joins ACTS Oregon!



October 1st, 2013

Dear Friends & Safety Partners,

Oregon Impact is delighted to announce that we have joined with the Alliance for Community Traffic Safety to provide all Oregonians with resources and training to solve traffic safety issues in their community.

This partnership will allow us to offer innovative and one of a kind programs to our local traffic safety partners all over the state. Our office is dedicated to your success!

Amber, Yvonne and I are truly excited to visit with you in the next few weeks and share the details of how you will be able to access training and materials for your area. Together we can reduce fatalities and injuries resulting from vehicle crashes throughout our state.

If you have any questions or concerns, please do not hesitate to contact me.

Safe travels,

Janelle Lawrence

Janelle Lawrence
Executive Director
Oregon Impact - Making roadways safer for all Oregonians
<http://www.oregonimpact.org/>

10/5/2013

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Oregon Impact

Oregon Impact provides educational experiences to end impaired and distracted driving. With an emphasis on teen drivers and those that ride with them, Oregon Impact works with middle schools, high schools & colleges in Oregon and SW Washington, and attends multiple community events each year to open conversations and encourage good choices.



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child safety seat training,
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Prevention Education

Our dedication to education drives us to be visible in the community. Youth are our prime audience followed by supporting and educating parents about the conversations to have with their kids. Oregon Impact offers a variety of interactive programs that can be tailored to fit your organization's needs. Our mission is to decrease the occurrences of driving impaired or distracted.

Distracted Driving - Get Your Brain in the Game!



**YOU'RE FOUR TIMES
IT'S HARD TO
MORE LIKELY TO HAVE
CONCENTRATE ON
A ROAD ACCIDENT
TWO THINGS
WHEN YOU'RE ON
AT THE SAME TIME
A MOBILE PHONE.**

Every day more than 15 people are killed as a result of a distracted driving crash - either as the cause of the crash or the victim of a distracted driver.

Distracted driving takes many different forms, from drinking your latte to simply reaching for your cell phone. Oregon Impact can bring a program to your school or organization that is both fun and engaging for students to understand that their brain simply can't do two things at once. Students will do hands on activities that help them understand the limitations of their brain and how it reacts when you attempt to multitask. We present all learning styles-visual, auditory and

tactile to ensure that students understand why their brain can't operate their car and their phone at the same time.

Operation Prom Night

Oregon Impact in partnership with numerous public safety agencies have conducted a variety of graphic, hard-hitting and life-like DUII crash reenactments before more than 30,000 high school students. We work with the students participating in the program at each school to present a live DUI crash reenactment in real time. From the sound of the crash to the last fatality being removed in a body bag, students see for themselves the consequences of one bad choice.



Mobile Educational Crash Car Trailer



Designed to start conversations with young drivers our Mobile Educational Crash Car Trailer contains a car from a fatality accident in Oregon City. For most of us, we will never see a car that has been in a terrible crash. In this case you can see close up the devastation that a distracted driver can cause. This stand-

alone exhibit has been used by parents to initiate talking with their children about the dangers of impaired and distracted driving.

Simulated Impaired Driving Experience

Oregon Impact believes that one of the key factors in ending impaired & distracted driving is providing educational experiences. A valuable training aide in this process involves SIDNE®, which stands for Simulated Impaired DrivINg Experience.

The course operator allows the vehicle to have power through the use of a hand-held remote controlled transmitter aimed toward a receiver on the vehicle itself. The only other functions provided by the transmitter operator determine the maximum allowed speed, emergency braking should the driver not respond appropriately, and a switch changing the vehicle from regular to impaired mode. Other than that, SIDNE® operates exactly like an automobile. The fact that the transmitter operator makes

the switch to impaired mode without the driver's knowledge effectively demonstrates the oftentimes real delayed effect of intoxication. In the real world, vehicle operators may sincerely believe they are sober enough to drive since they are not feeling the effects of the alcohol. Their condition however is subject to rapid and unexpected change. Suddenly, without warning, they become disoriented and sluggish in their response to real stimuli, often ending in disaster when it happens behind the wheel of a motor vehicle.



Persons who do not wish to drive may still get in on the SIDNE® experience. They ride with a driver, just as a passenger in an ordinary vehicle. After a simulated crash, the passenger is asked questions such as how it felt to be a passenger in a vehicle being operated by an impaired driver and having no direct control themselves. Their poor decision to ride with a person who is impaired may alter their lives as well, or even end it.

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Our History

At one time known as the Clackamas County DUII Impact Panel, Oregon Impact became a non-profit in 1998 to expand efforts to increase safe driving by reducing driving under the influence from a primarily intervention focus to an emphasis on prevention. The Impact Panel started in 1987 following approval by the Oregon Legislature of a law allowing judges to require individuals convicted for driving while intoxicated to attend a presentation by victims of crashes caused by offenders as a condition of probation or diversion. Over 100 dedicated volunteers contribute to the success of the Clackamas County DUII Impact Panel, which provides 21 presentations each year for court-ordered offenders including sessions geared exclusively for youth and Latinos. These high-impact presentations have provided education to over thousands of violators of Driving Under the Influence of Intoxicants (DUII) laws since the program's inception.

It became our mission to prevent drivers from ever getting to a panel before being more aware of the risks of driving under the influence of alcohol, drugs, or prescription medication and the impact that has on families, children and the community. Operation Prom Night and the Every 15 Minute program was designed with teens in mind. Oregon Impact partners with numerous area agencies and area schools to provide several hard-hitting "Fatal DUII Crash Simulations" around prom or homecoming time at area high schools each year. In addition customized assemblies and class speakers are offered to schools re-enforcing their curriculum and educational efforts around safe driving, reinforcing the making of good choices, and refusal skills to peer pressure. Community education at local fairs and car shows reinforces and expands our outreach to children and families through out the Portland Metro area.

Oregon Impact speakers are volunteers whose lives have been impacted by alcohol and DUII crashes. They describe their loss and sorrow as a result of such incidences and share their grief over losses caused by death, injuries, or separation from loved ones. Our work also represents the perspectives of those who work directly with crash or trauma scenes and victims, as well as offenders who personalize the DUII statistics, and put a face on the offense. Our offenders share their feelings of responsibility and grief over their senseless crime.